

CHINA

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4469. 號六廿月十一年七七八八一英

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street; GEORGE STREET, 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E. C.; BATES, HENRY & Co., 4, Old Jerry, E.C.; SAMUEL DEACON & Co., 150 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 183, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore; C. HEINSSEN & Co., Manila.

CHINA.—SHEPPARD, QUINLAW & CAMPBELL, AMoy, WILSON, NICKOLS & Co., Foochow; HEDGES & Co., Shanghai; LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama; LANE, CRAWFORD & Co.,

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.
RESERVE FUND.....650,000 Dollars.

COUNCIL OF DIRECTORS.

Chairman—H. MOFFITT, Esq.

Deputy Chairman—F. D. SASOON, Esq.

E. R. BELLIOS, Esq. WILHELM KEINER,

W. H. FORESBY, Esq. ED. TOBIN, Esq.

Hon. W. KEEWICK, Esq. A. MOLIER, Esq.

CHIEF MANAGER.

Hongkong.....THOMAS JACKSON, Esq.

MANAGER.

Shanghai.....EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent.
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

CAPITAL.....£800,000.
RESERVE FUND.....£110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

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Intimations.

DENTAL NOTICE.

D. R. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS, Office hours, 8 to 12 Noon and 2 to 4 p.m.
Hongkong, September 22, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHEW in September and October, leaving HONGKONG about the 15th of September.
Hongkong, August 6, 1877.

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of THE HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,
LOUIS HAUSCH, LD.,
Secretary.

Hongkong, September 15, 1877.

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K. WONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. ANTHONY has been appointed Manager, and all Orders addressed to him at 67, Praet, or to Mr. FAS JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877.

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Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central.

Hongkong, August 20, 1877.

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W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUPPLIES, TOILET REQUISITES, PATENT MEDICINES AND PARFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG.

Near the Canton Steamer's Wharf.

Hongkong, July 18, 1877.

NOTICE.

A. MILLAR & Co., PLUMBERS, AND GAS FITTERS.

Queen's Road East,

HONGKONG.

September 15, 1877.

AH YON,
SHIP'S COMPRADORE AND STEVEDORE.

No. 57, Praet West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMEN'S STORES.

Of the best quality and at the shortest notice

Hongkong, May 1, 1876.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong, August 1, 1877.

PIANOS and other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED.

PIANOS ON HIRE, by the Month or Occasionally.

PIANOS FOR SALE, New and Second Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by Lanners and RUEBER, Zeitz—Just Received from Germany, and specially constructed for this climate to the order of the Undersigned.

Orida from any of the Outports if the East, will meet with prompt attention if addressed:

Care of Messrs LANE, CRAWFORD & Co., or "MEMSA GAUPP & Co."

A. HAHN.

Hongkong, September 7, 1877.

LOST.

ON the PORTRUO ROAD, near West Point, a GOLD PENCIL CASE.

Anyone bringing it to the Office of this Paper will be suitably Rewarded, if necessary.

Hongkong, October 24, 1877.

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IN THE GOODS OF JAMES SMITH FERRIES, Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN, at his address aforesaid, or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BRERETON, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878. And notice is hereby given that at the expiration of the aforementioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whom Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.

W. M. H. BRERETON,

Solicitor for the said JOHN FAIRBAIRN.

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MANILA.

THE Undersigned has This Day OPENED at this Port a BUSINESS, consisting of HOTEL, SHIP-CHANDLERY, and GENERAL STOREKEEPER, situated on the MOLE facing the Bay.

Fresh Provisions and Water supplied on the SHORTEST NOTICE.

EDWARD VERRIL.

Manila, September 12th, 1877.

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HOTEL DE L'EUROPE, MANILA.

On the MOLE, near the Harbour-Master's Office, and within Ten Minutes' walk of the Merchants' Office.

TABLE D'HÔTE, BATHS, BILLIARDS, &c.

EDWARD VERRIL, Proprietor.

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Intimations.

COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMEYAL VESSELS, Furnishing all Material and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON SHAMMERS and SAILING VESSELS, requiring Three Coats Paint or Tallow, Thirty Cents per Ton Register.

W. B. SPRATT & Co., Proprietors.

Hongkong, October 10, 1877.

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For Sale.

LAMMERT, ATKINSON & Co.

HAVE FOR SALE,

EX STEAMSHIPS.

"YORKSHIRE," "MADAGASCAR,"

"CITY OF TOKIO," &c., &c.

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NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr F. RAPP in our Firm CEASED from This Day.

F. BLACKHEAD & Co.
Hongkong, October 1, 1877.

NOTICE.

M. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.

Hongkong, September 22, 1877.

NOTICE.

FROM This Date Mr EDWARD SHEPPARD and Mr M. W. GREIG, are authorized to Sign the name of our Firm per Procurator at Foochow, and Mr F. EWELL at Amoy.

RUSSELL & Co.

China, June 1, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITTEL, Ph.D., Tübingen.

Price: TWO DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

TO-DAY'S ADVERTISEMENTS.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "YESO".

Capt. S. ASHTON, will be despatched for the above Ports on TUESDAY, the 30th Inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 26, 1877.

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamer "FLEURS CASTLE," expected here on or about the 29th instant, will have immediate despatch for the above Port. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, October 26, 1877.

FOR MANILA.

The Spanish Brig "SAN LORENZO."

MANDALAGA, Master, will have immediate despatch for the above Port.

For Freight, apply to REMEDIOS & Co.

Hongkong, October 26, 1877.

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

CATERION, American ship, Captain W. Lull—Siamese & Co.

WOODVILLE, British barque, Captain Nielsen—Wm. Pustau & Co.

ALPHINGTON, British barque, Captain G. Cunningham—Wieland & Co.

CLUBURNUM, British ship, Captain E. Shrewsbury—Wieland & Co.

MELTSUNE, German barque, Captain Th. Pfleider—Melchers & Co.

FERNTOWER, British steamer, Capt. J. H. von Barten—Chinese.

NORTHERN STAR, British barque, Capt. J. Worthley—Wieland & Co.

TRO, Dutch barque, Capt. T. Westerveld—Siemens & Co.

COLORADO, American ship, Captain Ingraham—Russell & Co.

VESTA, German barque, Captain Dirks—Melchers & Co.

KATE CARNIE, British barque, Captain James Wilson—Melchers & Co.

ONWARD, British schooner, Captain Heuer—Lane, Crawford & Co.

SOPHIE, British barque, Captain Hajo—Mayer & Co.

BROOMHALL, British ship, Captain E. Bate—Russell & Co.

SHIPPING.

ARRIVALS.

Oct. 26, Adria, British steamer, 781, E. Stewart, Bombay Sept. 27, and Singapore Oct. 16, General—P. & O. S. N. Co.

Oct. 26, China, German steamer, from Canton.

Oct. 26, British steamer, 550, S. Ashton, Foochow Oct. 28, Amoy 24, and Swatow 25, General—DOUGLAS LAPRAIK & Co.

Oct. 26, Desolation, British steamer, 1339, E. J. Brown, Shanghai via Foochow Oct. 24, Tea—WESTERVELD & SWINE.

Oct. 26, Broomhall, British ship, 1870, H. Bate, Newcastle (N.S.W.) Sept. 8, Coal—RUSSELL & Co.

Oct. 26, Zamboanga, Spanish steamer, 684, Arachevala, Singapore Oct. 17, General—REMEDIOS & Co.

DEPARTURES.

Oct. 26, Arkhus, for Foochow, 28, Ningpo, for Canton.

26, Emeralds, for Manila.

26, China, for Ningpo and Shanghai.

26, Norma, for Swatow.

26, August, for Port Elizabeth.

Cleared.

Canton, for Haiphong.

Nuovo Constante, for Manila.

Pernambuco, for Saigon.

Normandy, for Australian Ports.

Venice, for Macao.

Bertha, for Hamburg.

Passengers.

Arrived.

Per Yesso, from Coast Ports, Messrs Segona, Mackie, Caldwell, Blanchard, and Bentley, 8 Europeans, and 50 Chinese deck.

Per Desolation, from Foochow, Mr Young, and 35 Chinese.

Per Zamboanga, from Singapore, Mr Melchors, and 75 Chinese.

PASSENGERS.

Departed.

Per Emeralds, for Manila, Messrs Nelson, Hodgkin, Sull, and Kellar, and 323 Chinese.

Per China, for Shanghai, 18 Chinese.

Per Normandy, for Swatow, 184 Chinese.

To Depart.

Per Canton, for Haiphong, 6 Chinese.

Per Pernambuco, for Saigon, 1 European and 100 Chinese.

Per Normandy, for Australian Ports, 3 Europeans, and 19 Chinese.

Per Venus, for Macao, 4 Europeans.

Shipping Reports.

The British steamer *Adria* reports: Left Singapore Oct. 16th at 2 p.m., and experienced light variable airs and fine weather until 24th inst., thence to arrival fresh monsoon and fine with North-easterly seas. On the 19th passed S. S. *Operton* bound S.W., and on 23rd at 8 a.m. passed Pacific Mail steamer, and *Breaker Point* a small steamer close in shore.

The British ship *Broomhall* reports: Moderately fine weather throughout the passage and light winds.

The Spanish steamer *Zamboanga* reports: To the Paracels fine weather and light N.E. winds, thence to port strong N.E. gales and strong current. Passed French Mail steamer on the 21st bound South.

CARGO.

General Memoranda.

MONDAY, October 29.—
11 a.m.—Sale of Sundries, at the Central Police Station.

Goods per *Zamboanga*, &c. undelivered after this date subject to rent.

TUESDAY, October 30.—
Daylight.—*Yesso* leaves for Coast Ports.

THURSDAY, November 1.—
10 a.m.—French Mail leaves for Ports of Call and Europe.

9 p.m.—Dramatic Performance at the City Hall.

Ocean leaves for Cocktown, &c., on or about this date.

Adria leaves for Bombay on or about this date.

FRIDAY, November 2.—
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

9 p.m.—Meeting of Zetland Lodge.

SATURDAY, November 3.—
Amateur Concert at the City Hall.

THURSDAY, November 8.—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

FRIDAY, November 9.—
Boat leaves for Singapore, &c., on or about this date.

THE HONGKONG DISPENSARY,
Established A.D. 1841.

香港大藥房

A. S. WATSON & CO.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS
OF
DRUGGISTS' SUNDRIES, NURSERY REQUIREMENTS, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRANCOPATENT MEDICINES.

MANUFACTURERS
OF

BODA Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Altered Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.30 p.m.

MAILS BY THE TORRES STRaits PACKET.—

The Australian Contract Packet *NOR-MANBY*, will be despatched from Hongkong on SATURDAY, the 27th instant, with Mails for Cocktown, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m. Supplementary on board till time of departure.

Correspondence for New Zealand must be specially directed via *Torres Straits*, or it will be sent via *Calle*.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via *Galle*.

Hongkong, October 26, 1877.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *AVA* will be despatched from Hongkong on THURSDAY, the 1st November, with Mails to and through the United Kingdom and Europe, via *Marseille*; to *Saigon*, *Singapore*, *Batavia*, *Galle*, *Australia*, *New Zealand*, *Tasmania*, *Fiji*, *Aden*, *Seychelles*, *Reunion*, *Mauritius*, *Suez*, and *Alexandria*. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA via this Packet, but can be paid only as far as *Ceylon*. The postage to *Ceylon* must be prepaid. Such letters should be marked *Aid to Galle only*; they will go on from *Galle* as unpaid.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 31st Instant.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 1st November.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office closes entirely.

Hongkong, October 19, 1877.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *OCEANIC* will be despatched on THURSDAY, the 8th November, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.

Hongkong, October 16, 1877.

not

2.50 p.m. when the Mail is finally closed.

Hongkong, October 16, 1877.

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Hongkong, October 16, 1877.

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Hongkong, October 16, 187

to the mantel-piece clock, it is possible for a clock with a pendulum not properly suspended to go for a short time and then stop. In watch and clock-making at home, there is a very considerable division of labour, some working entirely on clocks, some on watches. A good journeyman watchmaker at home may not be a good workman out here, but he can make himself generally useful. There is nothing extraordinary in a person not being successful with the cleaning of the first chronometer put into his hand, though he may be a good watchmaker. Very rusty chronometers are generally sent home; we don't attempt to repair them here.

A chronometer that has been in salt water, then in fresh water and then steeped in oil cannot be in a very good state. If the balance spring is rusty, it must be sent home to have a new one put in, as a rusty balance spring can never go well. Of nautical instruments sextants are the most common articles sent to be repaired. The repairing of sextants is no part of a watchmaker's business, though he may be asked to do it. The repairing of chronometers is a work above that of a watchmaker's, but every watchmaker tries to get up to it.

By Mr. Brereton:—A skilful workman would not hammer a plate in order to extend it to lessen the size of a hole. It would be a bad piece of workmanship, and I would not advise any one who did it to be taken into Messrs. Falconer's employ. My branch is that of chronometer making. I would only expect a person of 10 or 20 years' experience to know anything of marine chronometers when he came from a sea-port town; a good workman may have been 20 years in London without having touched a chronometer. An ordinary workman having a few lessons should be able to adjust sextants; it does not require extraordinary skill. I would not trust a man of ordinary skill to repair a chronometer after only a fortnight's tuition. I have known skilful workmen to have put up the works of a clock after repairing it to test it working before cleaning it, but I would not do it, as it would not be a right way of working.

Re-examined—I would consider a person very useless indeed if he left a clock as going all right without seeing that the pendulum was properly suspended or not. The springing and timing a chronometer would be above the work of an ordinary watchmaker; it forms a separate branch of business by itself in London. By the Court:—Having heard the evidence in this case, I am of opinion that the plaintiff is a watchmaker of ordinary skill; without seeing his work I cannot say if he is a suitable workman for the requirements of this place. I cannot say if he would suit our establishment, but judging by his hammering the plate, I should say he would not suit. The hammering of the plate which had the marks of hammering left on it was careless work.

Mr. France then summed up his case, and Mr. Brereton replied.

His Lordship suggested the reference of the case to the opinion of a competent person to be approved by both parties, so far as the facts were concerned regarding the plaintiff's competency or incompetency, leaving the law to be decided by the Court. This suggestion fell through, and his Lordship said he would make the best he could of the evidence, and reserved judgment.

China.

(*Herald*, Oct. 18th.)

Concerning matters theatrical, it may interest some of our readers to learn that the A. D. C. Committee are making strenuous exertions to ensure an early opening of the season. Great progress is visible in the new building, and it is hoped that the first performance will be fixed for a date prior to Christmas.

The new line of telegraph between Tai-wanfu and Takow is now completed, and messages are being transmitted daily. The line is, we understand, worked by pupils from the Torpedo College at Tientsin, while subordinate positions are filled by youths taken from the lately closed Telegraph School at this port.

H. M. S. *Nassau* leaves to-morrow, the 10th instant, for Amoy. The *Magpie* arrived yesterday from Tamsui, with a supply of coal, which will, we presume, be expended in another trip to Wenchow, by which time a further coaling expedition to Tamsui or Keeling will become necessary. It is thus evident that this is the best protected treaty port in China.

In a recent issue we alluded to the case of a foreigner having been assaulted and deprived of his clothing by some Chinaman creditors to whom he owed a trumpery amount. We now understand that the persons concerned in this cowardly attack have, at the instance of the United States Consul, been arrested, and that the ring-leader has been hambomed and sentenced to three months' gaule.

It is rumoured that the Viceroy is dissatisfied with his post, and that he has applied to Peking for permission to retire. His Excellency is said to be an ultra-conservative, with no very remarkable administrative faculty. His conduct of foreign relations has been far from successful, nor so by a certain amount of obstructive talent that presumably meets with approval at the capital.

The naval forces of Fukien (always excepting those toy-ships at the Franco-Chinese Arsenal) were reviewed on Tuesday last by the Admiral-in-Chief. This warlike functionary fired powder from afar in the reception room of the Chinese Customs House, near the Long Bridge, while his gallant *lads* indulged in one of those inexpensive pyrotechnic displays with which we are all so delightfully familiar.

Mr. Walter Ley, Deputy-Commissioner of Customs at this port, is, we hear, under orders for Tamsui, having been appointed full Commissioner at that place. We also learn that Mr. Commissioner Drew is about to leave for the north, and that he will be succeeded at this port by Mr. Hannen. Mr. T. F. Hughes, Acting-Commissioner at Takow, will, it is said, shortly succeed Mr. Simpson as Deputy Commissioner at Shanghai!

We have been favored with the following extract from a private letter from Oukouen, under date 1st instant:—

"The devastation and loss of life at sea on the morning of the 22nd ultimo must have been terrific. Whole sections of junk timber were floating past and drifting on to the island for two whole days, while on last Sunday (23rd) a whole junk floated past bottom upwards. I called the attention of the natives to it, but they were afraid to go off to her and tow her in. On Monday morning the *Mavis* passed here unharmed, but owing to the grublessness of the natives we could not render any

assistance. At about 11 a.m. I lost sight of her. She was then about the lower or South end of the land forming the Meichin Sound. She had stores for the Lighthouse, and since that we have heard nothing of her."

"The Lamyt men came down on the 15th ultmo, worked little, and stayed until the 21st, when the appearance of the weather and the heavy swell from the southward caused them to leave. I am afraid they hardly arrived in shelter before the gale.

"But 'gale' it was not a gale of wind at all. In my fifty years experience, and nearly thirty of them have been passed at sea, I never saw or felt the like. I think it was the bursting of a water spout in our vicinity, attended with a dozen typhoons, lasting over two hours. The water came down in lumps, here and there. As to trying to face it, that was impossible. One had to hold on, and pretty hard too.

"Our courier tells me that the wreck through the country which he has to pass is dreadful. Houses have fallen in all directions. It must have been great on the mainland, for amongst the debris floating past are numbers of trees and drift wood that had apparently been undisturbed for ages.

"The cholera, or whatever epidemic it was, has about subsided here. Only one case of death amongst the natives on this island. On the smaller Oukouen over fifty persons have died."

SHANGHAI.

(*Newsp.*)

It is reported that all details of the loan have at length been settled satisfactorily at Peking; and a strong demand for Bank shares set in, in consequence.

We understand that the Taotai has given official intimation that he will pay the balance of the railway purchase money on Monday—Sunday being a *dieu non* with foreigners; and that he requests the engines, plant, and title deeds may then be handed over to an official named Chu, who will be delegated to receive them. Whether Mr. Chu will take control of the engines, and continue working them under his own superintendence, is not stated.

We understand that Mr. W. D. Spence is to take charge of the Chinkiang Vice-Consulate, instead of Mr. Bristow, who goes as Interpreter to Tientsin.

The Chinese Government has allotted Tls. 400,000 in money and 80,000 piculs of grain for the relief of the famine-stricken districts in Shensi and Honan. The grain, which is under process of conveyance by Grand Canal to Peking, will probably be diverted from some point in northern Shantung, to its destination.

It appears from Messrs. Thomas Watson & Co.'s tea report that the quantity of tea exported from Calcutta in August last was 831,328 lbs., as compared with 8,328,351 lbs., exported in August last year. The total exports from the 1st of January to the end of August this year have been 11,376,246 lbs., as compared with 11,675,455 lbs. exported during the corresponding period of last year.

We mentioned some days ago that an understanding was likely to be come to, with reference to compensation to be made to those property was alleged to have been burnt by a spark from an engine. But we did not hear at the time what is now stated to be the fact, that the Taotai actually put forward a charge of culpable carelessness against the engine driver, and requested that he might be handed over to the Pao-chan Magistrate (? for torture) if he were a Chinaman, and that the Consul would take cognisance of the matter if he were a foreigner. We wonder he did not ask that Messrs. Jardine, Matheson & Co., as general managers of the line, should also be incarcerated as being indirectly responsible. Does the Taotai expect the drivers to sit on the funnel to prevent the sparks flying, or how is he to control them?

The northerly gale which we experienced here on Wednesday and Thursday last week seems to have swept down nearly the whole extent of the continent. We mentioned yesterday that the Russian telegraph lines had been damaged by it. Our Newchwang correspondent mentions that it passed over Newchwang on the 10th, reducing the temperature from 75° to 34°. Chefoo also experienced the full benefit. The British bark *Aurora* went ashore; some damage was done to the Customs jetty, and a flat roof of some house on the hill gave way.

At Tientsin a strong N.W. gale was experienced on the 10th, and during the night the thermometer was down to 30°. There was less water than usual in the River, and the steamer *Taku* reports that she was aground in consequence for 36 hours.

On the same day, gales also swept the coast of Japan, and the *Sakio Maru*, as will be seen from a report in another column, encountered a typhoon on the 11th between Kobe and Yokohama.—What happened at Shanghai, and to shipping farther South, has been already stated.

CHINWOO.

(*Oct. 18th.*)

For the last fortnight we have had a succession of northerly gales, reducing the temperature to a point below what may be considered comfortable. On the 10th, we were soon to enter the harbour, and after passing through and out at the eastern entrance, took up an exposed position about six miles to the south-east. During the night she drifted ashore near Lung men, and it turns out that she is the British barque *Aurora*, from Ningpo to Tientsin, with a general cargo. She is said to be owned by a Singapore Chinaman. It remains to be seen what explanation those on board have to give of quitting the shelter of the harbour after once getting in a position that certainly puzzled the nautical heads ashore. If the fine weather, which is pretty sure to set in after so much wind, continues, she can probably be floated again at spring tide.

The French Admiral left yesterday with the *Atalante* and *Tokumani*. They are understood to be going in the first instance for a cruise in the Gulf, and to visit the Great Wall at Shantung Kuan.—N. O. News.

NEWWAWS.

(*Oct. 12th.*)

On Tuesday, 9th instant, thermometer (Fahr.) coldest showed 65°, and during the day the weather was very warm, so that light flannels were quite enough to wear. About half-past 8 p.m. a strong N.W. wind commenced, and next morning we had half snow, rain and ice, the therm. marking only 53°. Yesterday was as bad, but this morning there is less wind and the temperature is a couple of degrees warmer. This is an unfortunate time for horses to show temper, as the mill is being cut and many horses

are not gathered in. We may hope the tempest local, as reports from the interior were very favourable, and crops were pronounced to be 10 per cent. over the average good yield. Natives say we are to have in early winter; but even the "oldest" inhabitant does not remember anything so premature; and although, as this year has only 12 moons and not 13, and the coldest is invariably in the 12th month, it is not unreasonable to suppose the port may become icebound sooner than last year, yet it would be more pleasant if Jack Frost would just come gradually. In most places there is a show of spring and of autumn. Here, it is often remarked, we have only summer and winter. For instance, on 6th Oct., quite warm, thermometer 75°; on 10th, the highest 84° with every accompaniment of bitter weather; snow, sleet, rain, and ice, and not a smell of the sun. Yesterday, your flowers are blooming, and look good for a month. To-day they are dead, and lost for ever. The port is quite lively with shipping. There must be about forty vessels in harbour; many more are expected. Meanwhile peas and beans are rising in value, and counterbalanced the cheap freights for the shipper.

The *Wm. Phillips* collision case, we hear, is to be settled some day, but whether the vessel is to come here for the purpose of trial, we cannot say. Anyhow the native chameleons think so.

Cards changes are to take place in the Customs, and we all look forward to the Postal arrangement, by which this deserted province will be so benefited in the winter, if it be true that a steamer will be laid off between Chefoo and Odin Bay.—N. C. D. News.

Japan.

(*Gazette*.)

In the German Consular Court to-day, T. W. F. Holm, formerly in the employ of Messrs. Copeland and Wiegand, and at present under a charge, lodged by that firm, of fraud and embezzlement, was accused by M. E. Wiegand with discharging fire-arms in the neighbourhood of dwelling houses. The shooting complained of was said to be frequent, and occurred in a compound adjoining the Spring Valley Brewery. The arm used was a rook-rifle, and Mr. Wiegand said that several of the bullets from it whistled past his ears. He considered the shooting endangered him. Mr. C. H. Schmidt, the consular constable, was called as a witness by Mr. Wiegand. The rifle and some of the bullets discharged from it were produced in court. The accused was sentenced to seven days' imprisonment.

NAGASAKI.

The *Rising Sun* says a number of temporary sheds have been erected down the bay for the reception of sufferers from cholera, or those with any of the symptoms akin to that disease. Other sheds have also been run up at Kamino Shima for the same purpose, and it is said that the bodies of those who died recently from the epidemic were burnt on the island. From Takasima, latest accounts received from Takasima, there is little sickness now prevalent, and no deaths have occurred since the 10th instant. The miners and other labourers are gradually returning to the island, and it is hoped that operations will soon be resumed with the customary activity.—The Governor of Nagasaki, Mr. Kitashima, Hidemoto, died of cholera during the past week. The *Sun* says "his intrepidity in inspecting the temporary hospitals down the bay for the reception of the sick, has resulted in his early death." The deceased Governor is also spoken of as having been one of the most popular of all the Governors of Nagasaki. On the 10th inst. a slight shock of earthquake was felt at Nagasaki, about half-past eight, and in the course of about 20 minutes it was followed by another; neither, however, was severe enough to attract much attention.—On the evening of Sunday, the 7th instant, a serious shooting affray took place in a tavern among sailors. The *Sun* says it would appear that some sailors had entered a grudge against the landlord of the house, to which they repaired, with it is supposed the intention of shooting him. Something however, must have happened to divert them from their purpose, for he escaped safe and sound, while two of the conspirators were shot among themselves, one severally in two places and the other in the hand. The master is under investigation.

The *Cosmopolitan Press* hears that it is

delayed by the damage. The lowest reading of the barometer was 29.2, which was at 2 p.m., when the wind had headed to S.S.W.; and an hour later the wind moderated and the sun afterwards appeared. The worst was over, but a strong S.W. gale continued all night. Kobe was reached at 3 a.m. on the 12th, and thence to Shanghai the vessel had light winds and pleasant weather. The gale, although of short duration, is spoken of by the Captain as the most violent one he has experienced during his eleven years care.

He speaks eleven languages, has traversed

all South Russia, as well as Turkey, and travelled from Astrachan to Khiva, and from there via Bokara to Kashgar. In the spring there was a rope dancer at Tschirchond. It is a pity that he is so silent, and, above all, that he has not education enough to write his memoirs. Thanks to his cleverness, I feel like a Circassian to-day. Close to the camp one of the clumsy oxen carts used for the transport service broke down, and immediately he purchased the wrecks for twenty piasters, and dragged the wood into my tent. Now I have fuel for a week to cook by—that is, if I am lucky enough not to have it stolen from me, for unfortunately I cannot lock it up. Like almost every member of the Polish Legion, his life has been a romance, and seldom is it that these histories are moral ones. A strong contingent to the Polish Legion has been furnished by the Jews, among whom are four tailors and a yo-yo man from Dresden who studied medicine at Leipzig for five years. At least half of the men are volunteers. About one hundred Arabian volunteers have just arrived in camp, most fantastically attired. That will give us one hundred more sleeping comrades, for it is vain to hope for any action.

WITH MOUKHTAR PAOHA.

(From the Standard's Correspondent with the Standard's Army in Asia.)

HEADQUARTERS OPPOSITES KERKHANE,

August 13.

The pride and arrogance which prevail in the Marshal's tent increase daily, and the relations with General Kembalha have become very strained. A day or two since I went to Ahmed Mouktar, and begged him again, in the name of my colleagues, to allow a ride to be sent with our letters in time to reach the Constantinople boat. At present we can only telegraph in Turkish; the mere translation and writing of a short telegram takes a day and a "medaihdeh," often more money even than that, and then its transmission is delayed sometimes for days.

From yesterday at noon until now I have been in vain endeavouring to send of a telegram. After it is accepted at the office of the consent of the Marshal has to be obtained, and then more time is lost while they are considering whether it shall be forwarded or not. In vain a bright heavy coin found its way into the hands of an official yesterday; he would gladly take it on my little telegram of only twenty words, but the Marshal! My petition to Ahmed Mouktar, that the letters might be forwarded in time, was refused, and he added, in Turkish, that I might not understand:—"These English are really great blockheads. To require that the Tartar should leave before he has arrived is incredible nonsense." His Excellency forgot that I had not asked for the Tartar who had not yet arrived to be sent, but for the first good rider at hand to be despatched. All who were present laughed, of course, as in duty bound; only two Circassians looked grave. These men, more active than the Turks, know the value of time.

On Wednesday morning, at eight o'clock, some cannon shots were heard. A few of our irregular cavalry had made a raid upon a village, which, I should think, must be Gylestan, as it is about an hour due east of Zoubatán. This latter village, as I have mentioned in a former letter, stands where our maps had placed it. The Circassians had almost reached the village, when they were attacked by the Cossacks, about two thousand in number. This Russian cavalry seems to have lost all confidence, for the onset was very feeble. The hand-to-hand fighting appeared at a distance to be desperate; but it only lasted a quarter of an hour, and ended in the slow retreat of the Cossacks, almost three times superior in numbers to the Circassians, who did not lose single man and only one horse in the encounter. Its rider would certainly have had all his bones broken if he had been an European; but as he was a Circassian, and not made of flesh and bones but of indiarubber, he escaped with a few bruises. In about three-quarters of an hour the Cossacks returned to the charge. In the meantime I had approached nearer, and could see all that passed. The Cossacks did not seem to be in earnest in their fighting; they only defended themselves, though they were the attacking force, and in five minutes they again retreated. This time, no blood, not even that of a horse, was shed on the Turkish side. Before the Circassians reached the scene of action the affair was over. The Russians kept up a severe artillery fire for two hours, but the Turks did not lose a single man, killed or wounded. In spite of the gravity of the situation, I could not help laughing to see the shells burst one after another behind us, but they had not a long enough range to reach our rifle pits beyond. Electricity, hot air, and other agents have been tried with little success. The *Ericsson*, bearing the name of one of the most ingenious inventors of modern times, the father of the monitor gun-boat system, is now a sailing ship, the hot air engine which once drove her having been a failure. It is probable that there will yet be great improvements in the preparation of fuel for steamships. They must now carry large cargoes of coal to supply steam for thirty days. None of the compressed fuels had been found satisfactory. Great things were expected from petroleum as a fuel for steam purposes, but there has been only partial success in its use for sea-going steamers. It will not be long before one large sea-going steamer will leave the port of San Francisco daily bound on a foreign voyage. But these steamers will be wholly unlike those, inside and out, which brought so many of the pioneers to this State.

ALEXANDRE DUMAS' WORK.—There having been a good deal of talk lately concerning working men as candidates for the Chambers, the *Revue Anecdote* reminds us that Alexandre Dumas pera in 1848 issued the following address to the free and independent electors of the Seine:—To Working Men,—stand as a candidate, and demand your suffrages. These are my titles: Without counting six years of education, four years at the law, and seven in an office, I have worked for twenty years in two places, ten hours a day—that is to say, 75,000 hours.

During these twenty years I composed 400 volumes and 35 plays. The 400 volumes, published at 4000 copies, and sold at 5 f. each or 11,880,000 f., produced—for the compositors, 264,000 f.; for the pressmen, 628,500 f.; to commissioners, 1,000,000 f.; to carriers, 100,000 f.; to reading-rooms, 4,500,000 f.; to artists,

Notices to Consignees.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. ZAMBESI.

CONSIGNEES of Cargo by the above-named Vessel, from London, Bombay and Intermediate Ports, and in connection with the Steamer *KHEMIVE* from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 29th October will be subject to rent.

ADAM LIND,

Superintendent,

Hongkong, October 22, 1877. no. 27

GERMAN BARK MARCO-POLO,

FROM HAMBURG.

CONSIGNEES of A M 37/1 Macao 36 cases Merchandise, via Hongkong. Shipped by J. C. JULIUS MÖLLE, are hereby informed that the same have been landed and stored at their expense and risk.

No Fire Insurance has been covered.

WIELER & Co.,

Agents for Bark Marco-Polo,

Hongkong, October 17, 1877.

GERMAN BARK MARCO-POLO,

FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,

Agents.

Hongkong, October 12, 1877.

BRITISH BARQUE ELMSTONE,

FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,

Agents.

Hongkong, October 18, 1877.

BARQUE STRATHMORE, FROM

KURRACHEE.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,

Agents.

Hongkong, October 22, 1877.

BRITISH BARQUE MELBREK,

FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, October 15, 1877.

COMPAGNIE DES MESSAGERIES

MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNEES of Cargo by the above-named Vessel, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 10 a.m., the 18th Inst., at 11 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 24th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. du POUHEY,

Agent.

Hongkong, October 17, 1877.

Volume Sixth of the

CHINA REVIEW.

No. 1.—Vol. VI.

—OF THE—

“CHINA REVIEW”

CONTAINING—

Chinese Studies and Official Interpretation

in the Colony of Hongkong.

Constitutional Law of the Chinese Empire.

The Tang Hou Chi, A Modern Chinese Novel.

A Chinese Primer.

The Law of Inheritance.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.—

Chinese Marriages.

Studies in Words.

The Educational Curriculum of the Chinese.

Restoration of the Old Sounds of the Chinese Language.

Notes on Chinese Grammatical.

Russian Sinologists.

Asia and China.

The Word “Swallow.”

Corridenda—Chinese Studies and Official Interpretation in the Colony of Hongkong.

—

China Mail Office,

Hongkong, September 1, 1877.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT-DE-GALLE, COLOMBO,

ADEN, SUZU, ISMAILA, PORT SAID, NAPLES, AND

MARSEILLES;

ALSO,

BOMBAY, MAHE, ST. DENIS, AND

PORT LOUIS.

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